

Keep vigilant edge

Utilize checklists, technical orders for best accountability

By
Col. Shane Hershman
62nd Airlift Wing vice commander

As we approach the 60-year anniversary of the birth of our Air Force, we're privileged to witness daily examples of the technical superiority that exemplifies our unique service fabric. Every day in multiple AORs around the globe, Airmen employ advanced technology and apply the lessons of the world's most demanding training programs to bring overwhelming air and space power to bear on the enemies of freedom, and there's not a better window into the critical role of airpower than right here at McChord. Your daily mastery of mobility operations is the backbone of our national security. You routinely make staggeringly challenging things look easy. As we progress through our careers as Airmen, there is a tendency to establish comfort with difficult tasks, and sometimes that comfort level can lead to complacency. While ease of effort and composure are certainly the marks of a true professional, it's important to always retain a vigilant edge and to remember the high stakes in life and property that are always in play when employing airpower. Fortunately, there is a time-tested method to retain this edge — checklist discipline. Checklists and technical orders are the foundation of all of our training, qualification and proficiency no matter what our role in the airpower machine. As Airmen, we all graduate from initial training with the same qualification level, no matter what specialty we train for ... that shared qualification is the ability to follow sometimes complex technical orders, to do so without missing steps or making mistakes and to hold others accountable for those same actions.

Checklists won't give you all of the answers. The universal certainty of any form of warfare is that fog and friction will create dynamic situations requiring judgment and decisions without certainty. Yet the foundation of being prepared for the fluidity of airpower is taking care of the basics first and that means following what is written in black and white. Technical orders give us the foundation required to operate our equipment and processes with maximum efficiency and often these black-and-white procedures are written in the blood of past mistakes. By following "the book," we make sure the minimums for safe mission accomplishment have been satisfied, and it is upon that foundation that we can develop tactics, techniques and procedures to maximize our performance. Technical orders also give us a shared vehicle for accountability. They create a system of checks and balances to ensure we look out for each other ... this is the heart of the wingman concept we so frequently turn to as the bedrock of airpower teamwork. Just about every function of our mobility team requires someone to follow the checklist and at least one other person to verify it was done correctly. Every day around the world, countless lives and billions of dollars depend on the vigilant application of this system and the more routine or seemingly mundane the task, the greater the danger that complacency can lead to a critical mistake. Remember, no matter how proficient you become and no matter how easy and routine things might seem, you're working in a dangerous business. The inherent speed and power we deal with as Airmen means that just when you think you're bullet-proof, things can instantly take a turn for the worse and the costs can be enormous. Sometimes that tiny inner voice of doubt is telling you to go back over that checklist one more time. As you reflect on what the Air Force anniversary means to you and pre-



Col. Shane Hershman, 62nd Airlift Wing vice commander

pare for the upcoming unit compliance inspection, stay ever vigilant and fight complacency! Listen to that inner voice telling you to re-check your work, and together we'll keep the critical mobility machine moving. Have a safe and enjoyable weekend, and thanks for all you do every day.

Professionals of the week

4th Airlift Squadron

Senior Airman Nicole Graser

Duty title:
C-17 Globemaster III loadmaster and scheduler

Duty section:
Loadmaster scheduling

Hometown:
Honolulu, Hawaii



She's stellar because:
Airman Graser's dedication and hard work has been crucial to the loadmaster flight's mission success while performing work as a scheduler. In addition to her flying duties, she is responsible for scheduling loadmasters for up to 15 sorties weekly. Daily, Airman Graser ensures all currency is up to date for over 65 loadmasters by scheduling any necessary training events and appointments. Furthermore, she is aggressively pursuing her associate's degree in applied science and aviation operations through the Community College of the Air Force and Tacoma Community College. Airman Graser is a true professional and deserves to be recognized for her overwhelming leadership skills.

Tech. Sgt. Toby McKnight

Duty title:
C-17 Globemaster III loadmaster and noncommissioned officer in charge

Duty section:
Prime Nuclear Airlift Force program section

Hometown:
Virginia Beach, Va.



He's tops because:
Tech. Sgt. McKnight's keen attention to detail is vital to the PNAF. He was recognized as an Exceptional Team Performer during the 2007 Nuclear Surety Inspection. Sergeant McKnight is one of only 14 loadmasters in the Air Force responsible for planning, inspecting, and executing PNAF missions. Daily, he supervises and assists four mission managers in the planning phases of all PNAF missions. Sergeant McKnight has Community College of the Air Force degrees in security administration and aviation operations. He is currently pursuing a bachelor's degree in aviation management from Embry Riddle University. Sergeant McKnight is the epitome of military professionalism and exceptional leadership skills.

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AMC network officials ask base users to turn off computers nightly

Tyler Hemstreet
Staff writer

In a move aimed at curbing energy use Air Force-wide, Air Mobility Command is asking all base personnel to shut down the government workstations and peripherals that are not being used each night or at the end of each duty day, except for Tuesdays, which will be AMC's "Patch Night."

The previous policy has been to leave the computers on at night to allow the AMC network defenders to install patches and scan the networks at a time that won't inconvenience users during the duty day, Col. Gregory Touhill, the Air Force's director of communications and chief information office, said in a recent memo.

"The previous policy was successful, but it was costing extra dollars in energy costs...costs we can't afford to bear further," Colonel Touhill said.

A typical desktop computer runs 60-250 watts and a typical LCD

monitor runs 35 watts, said Capt. Joe Myhra, 62nd Civil Engineer Squadron.

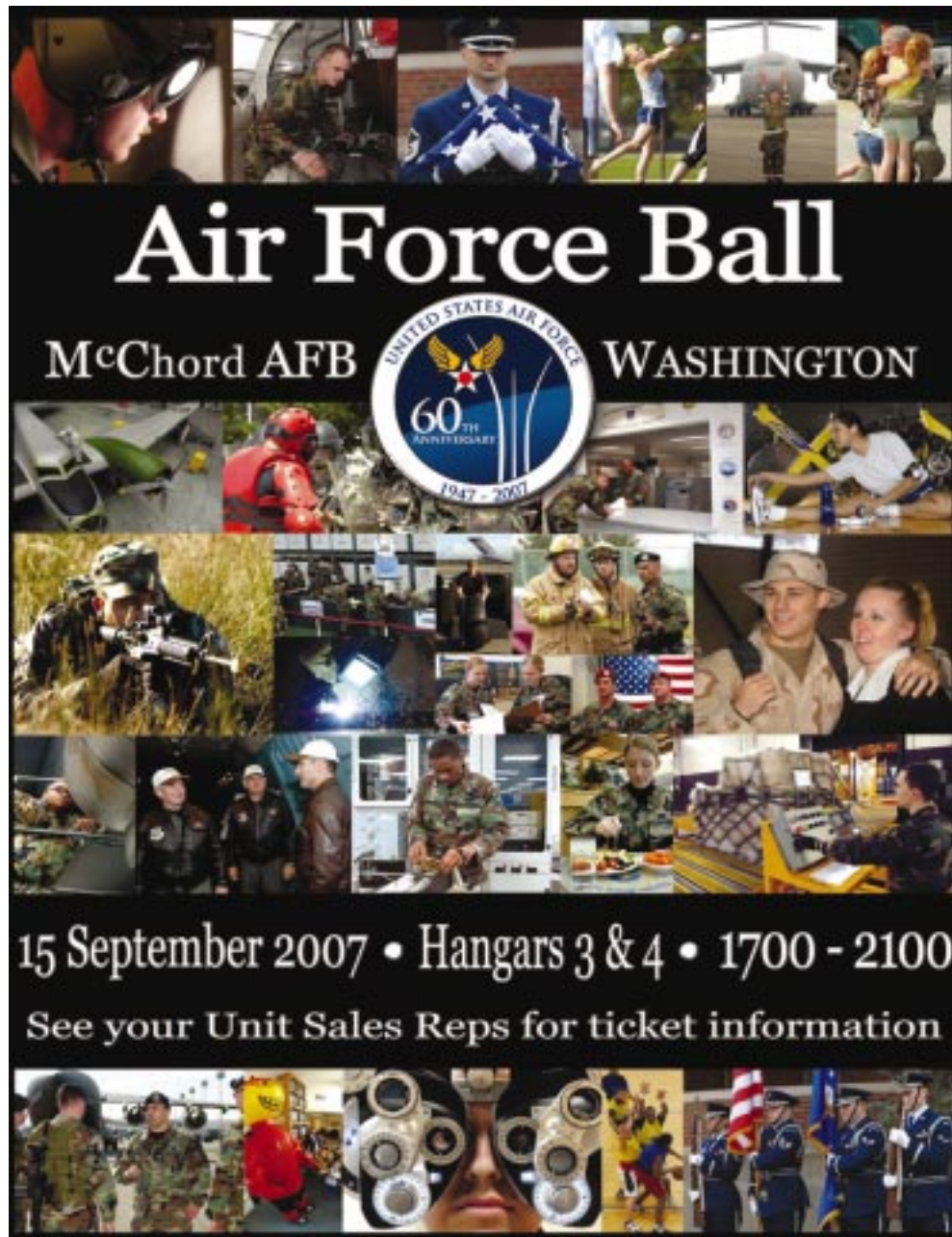
“An average employee can save between \$20 and \$60 a year by turning off their monitor and computer at night,” Captain Myhra said. “Everything helps in reducing energy consumption — even something that small helps.”

The numbers add up AMC-wide, as there are over 100,000 computers in use, Colonel Touhill said.

“That translates into several million dollars per year in cost avoidance energy bills,” he said. “That’s money you can spend for better effect on other mission areas.”

Each Tuesday, at the end of the duty day, users should perform a restart of their PC and then leave their PC powered on, but logged off. This practice will allow the Net defenders to push required software updates and/or security patches on Tuesday nights.

Computers also need to remain powered on during the first Tuesday, Wednesday and Thursday of the month for monthly scans.



McChord's Airmen

AROUND THE WORLD



Courtesy photo

INCIRLIK AIR BASE, Turkey — From left, Capt. Megan Fridley, Senior Airman Marie Gamache, Capt. Katie Veseth, Capt. Dayleen Kroontje, all from the 7th Airlift Squadron, enjoy a moment together after a recent mission.



Courtesy photo

DJIBOUTI, Africa — Tech. Sgt. Kevin Williams, 62nd Communications Squadron, works at an orphanage while deployed recently.



AF invites Airmen to ‘Do Something Amazing’

By

Maj. Sean McKenna

Air Force Recruiting Service Public Affairs

RANDOLPH AIR FORCE BASE, Texas — As part of the “Do Something Amazing” national advertising campaign, Air Force officials are offering Airmen the opportunity to submit videos showing Air Force members in action, and the best videos will be posted to the official Web site — <http://www.dosomethingamazing.com>.

To submit a video for consideration, Airmen simply have to click on the Web site <http://www.dosomethingamazing.com/airmen>, register, then upload the video.

“In the spirit of the ad campaign, we want to give everyone across the Air Force the chance to show off their skills to the public,” said Master Sgt. Deshan Woods, the Air Force Recruiting Service’s interactive account executive. “This effort falls right in line with amazing videos we see every day across the Internet.”

The next round of “Do Something Amazing” videos are slated for public release this fall and the best videos submitted will be featured as part of the campaign. Air Force Recruiting Service members and its advertising agency will work with individuals and their respective public affairs offices to ensure the highest quality product is posted.

Do Something Amazing Contest details:

Submission guidelines

- There is no limit to the number of videos you can upload.
- Videos should be no larger than 40mb.
- The minimum video dimensions acceptable are 640 x 480.
- Acceptable video formats are QuickTime, MPEG1, MPEG4, Windows Media and AVI.

Preferred specifications

- Windows Media Video 9. Total bit rate of 700 kbps at 480 x 360.
- QuickTime (MPEG4 h.264 codec). Total bit rate of 700 kbps at 480 x 360.

Copyright infringement

Avoid filming anything that could be construed as copyright infringement. This includes, but is not limited to:

- Background music.
- Visible logos.
- Endorsing a product.
- Using any video footage that does not belong to you.

Do

- Send your amazing footage/stories.
- Show what you do, and tell why it’s amazing.
- Tell your name, rank and job.
- Hold on to all your footage just in case more is needed.
- Review the submission guidelines on the Web site.

Don’t

- Send videos with a sound-track or background music (though suggestions are welcome).
- Send videos of non-Air Force activities.
- Send videos that violate the Air Force’s code of ethic standards.

Photo by Mark Sharley



Making waves

Bud McKay, 62nd Airlift Wing, pilots the Namron Racing Team’s 5-liter hydroplane at a recent race in Silverdale Wash. Mr. McKay and Brandon Payne, 62nd Operations Support Squadron, will be racing the Namron hydroplane at the Neil Yapachino Memorial Regatta’s Commanders’ Cup at 11 a.m. Sunday at Lake Spanaway. Military members wishing to sign up for honorary crew member positions, should e-mail Mr. McKay at bud.mckay@wavecable.com or call him at (360) 801-1626.

Do you have a story idea?

Spread the news in The NW Airlifter!

Call Public Affairs at 982-5734 or e-mail us at northwestairlifter@mcchord.af.mil

McChord Airmen complete Antarctic winter fly-in season

By

Tech. Sgt. Shane Cuomo

Air Force News Agency

CHRISTCHURCH, New Zealand — Airmen from McChord completed the Operation Deep Freeze 2007-08 winter fly-in season when a final C-17 Globemaster III took off Aug. 25 from Pegasus White Ice Runway in Antarctica.

Members of the 304th Expeditionary Airlift Squadron flew a total of 355 passengers and 119,953 pounds of cargo to and from McMurdo Station, Antarctica, during the winter fly-in, or WinFly, season.

McMurdo Station serves as the logistical hub for much of the U.S. Antarctic Program. With the influx of cargo and people delivered by a C-17 Globemaster III, McMurdo Station staff will begin preparations for the main summer research season. They will prepare buildings, offices, equipment and an ice runway on McMurdo Sound for the arrival of the main body population of scientists and support staff.

Winter fly-in is the coldest time of the year. Temperatures of -40 degrees Fahrenheit are not uncommon and wind chills can cause the temperatures to be -130F. Despite these extremes and only one delay due to bad weather, the C-17 crews dealt with the adversity.

“The mission was outstanding. It couldn’t have gone any better if we planned it,” said Capt. Cory Simmons, a pilot with the 304th EAS.

As a reliable platform for Operation Deep Freeze, C-17s can carry numerous passengers, cargo and fuel to Antarctica and back with reduced risks. With minor changes to the aircraft, each mission is carefully planned to meet the U.S. Antarctic Program’s needs for their mission.

“The C-17 is designed to fly all around the world, the same way all the time. Everything is onboard ready to go to fight any fight,” said Senior Master Sgt. Jim Masura, the 304th Expeditionary Airlift Squadron superintendent. “It’s not big changes that we did for WinFly; it just gives the customer and us more flexibility with the weight and fuel, and gives us a little safety factor.”

With a two-hour time frame, aircrews and maintainers were busy at work. The loadmasters unloaded and loaded cargo while the maintainers took on fuel and placed heaters at key points on the aircraft to ensure the engines and landing gears would not freeze up. The pilots kept busy cycling through the flight controls to keep the hydraulic fluids warm to ensure the integrity of the flight functions on the C-17.

“Just because it is WinFly and so cold, you worry about shutting down the engines,” Captain Simmons said. “When we land, everyone is doing something. The crew is large, not because of training, but because we have eyes on everything to make sure there’s no problems and everything is running smoothly.”

WinFly missions to Antarctica can be a daunting task because of weather, frigid temperatures, cargo loads and people. Efficiency, safety and meeting the customers needs ended the successful week-long flurry of activity for the WinFly Airmen.

Operation Deep Freeze is divided into three seasons: WinFly, main body and winter. It involves active duty and Reserve C-17 support from McChord Air Force Base, LC-130 Hercules aircraft from the New York Air National Guard and other aircraft necessary to support the mission, as well as Coast Guard icebreakers and the Navy Cargo Handling Battalion One to provide critical port services at McMurdo Station.

BOMB'S AWAY



Munitions inspector Staff Sgt. Blaine Tschida, 62nd Maintenance Squadron, dumps a batch of spent casings on a table for inspection.



Airmen provide the goods to ensure timely, precision munitions delivery



Sergeant Tschida, left, and Tech. Sgt. Robbie Romines, both from the 62nd MXS, inspect a batch of spent casings gathered from a combat arms weapons training class for explosive residue prior to certifying them safe to reuse.

By
Tyler Hemstreet
Staff writer

On a normal day at the 62nd Maintenance Squadron's munitions control center, Senior Airman Raymond Altamirano rarely has a minute of free time.

Ringling phones, squawking radios and the giant computer screen on the wall all fight for the young Airman's attention.

"The job in the control center is very similar to that of a 911 operator," said Master Sgt. Wesley Colberg, 62nd MXS. "It's a high pressure position."

In addition to coordinating and overseeing the pickup and drop off of all the base's munitions, Airman Altamirano is also in charge of the coordination of the emergency management issues if an explosive device were to detonate.

"We need to let [emergency responders] know who needs to be evacuated and what routes they can take to get to the accident and where to route people," Airman Altamirano said.

While attention to detail is paramount in the control center, it is also a common theme throughout the 62nd MXS' munitions flight when it comes to inspecting explosives upon arrival, tracking their every move or storing them in one of the 13 earth-covered igloos.

In the munitions maintenance section, Airmen track and maintain each shipment of countermeasure flares delivered to the section. The section also builds and configures each flare can, which maintainers install in each C-17 Globemaster III.

"We touch every single movement of a flare," said shop chief Henry Van Wormer, 62nd MXS.

The location and status of each flare is important because each has an expiration date. The ability to track the flares also makes it easy for the section to locate a defective batch if a recall is sent out, Mr. Van Wormer said.

"That flare can be the saving grace for an aircraft, so it's very important that it does its job," he said.

But before the flares and any other deliveries even get to munitions maintenance or their final destination, Airmen in the munitions inspection section carefully unpack each shipment and check to see if everything is accounted for and make sure nothing has been damaged or been recalled, said Tech. Sgt. Robbie Romines, 62nd MXS.

The process entails doing a thorough check while maintaining the utmost respect for the power of the cargo.

"You have to be careful because you have the safety of the whole shop in your hands, but it's neat because you get to see what each explosive does and how it works," said Staff Sgt. Blaine Tschida, 62nd MXS.

The Airmen also spend time sifting through spent ammunition casings to make sure there are no live rounds left before the shells are sent to the Defense Reutilization and Marketing Office.

From the coordination of the pickup and drop off to the maintenance and accountability of the base's munitions, the munitions section works to make sure each explosive is carefully looked after, stored and maintained throughout its time at McChord.



Senior Airman Amy Harvey, 446th Maintenance Squadron, removes the fuse ball from a Mark 82 unguided, low-drag general-purpose bomb to check for thread wear, corrosion and leaks during an inspection.



Staff Sgt. John King, left, 62nd MXS, and Airman Harvey transport packed explosives from a munitions storage unit to a munitions igloo on base.

Grabbing the bull by the horns



Photo by Abner Guzman

Jeff Winters, 62nd Aerial Port Squadron, competes in the regular bull-riding section during the Roy Pioneer Rodeo Sunday.



Photo by Alex McCreary

Shawn Brown, 62nd Aerial Port Squadron, competes in the military bull-riding section.

Airman go head-to-head against rodeo’s toughest athletes

By

Airman 1st Class Kirsten Wicker
62nd Airlift Wing Public Affairs

Dust billows up from the arena, and metal gates loudly clang together as a 1,500-pound muscled bovine storms down the lane and into the chute. The wranglers swing the ropes around his girth and a cowboy gingerly steps down into the chute and onto his back. In minutes the animal will break free and buck as hard as he can, daring his rider to stay on for 8 seconds.

A beautiful day in Roy gave two of McChord’s own the opportunity to trade their battle dress uniform for that adrenaline-filled experience Sunday.

Jeff Winters, an Oklahoma native from the 62nd Aerial Port Squadron, and Shawn Brown, a native of New York, also from the 62nd Aerial Port Squadron, came to the Roy Pioneer Rodeo with one goal in mind: to compete for just 8 seconds in what is arguably one of the most dangerous and exciting sports on the planet.

“Right before I get on I’m thinking about what I need to do once the gate opens,” said Shawn. “Stay off your rear, keep your chin tucked and don’t second guess the bull.”

“You’re not going to overpower the bull,” Jeff said. “You have to use his power and stay with him jump for jump.”

According to bull-riding officials, the total score possible for a bull ride is 100 points. This is a sport where the bull is considered an athlete as well as the rider, so half of that total is based on the performance of the bull and how difficult he is to ride. The rider is scored on his ability to move with the bull’s motion, and of course, stay aboard. Control and good body position are essential for the short ride.

“You don’t get a score if you don’t ride for 8 seconds,” Shawn said. “So it’s up to you to stay on as long as possible.”

Both Jeff and Shawn weren’t able to stay on for 8 seconds on Sunday, but learning bull riding takes time, individual drive, effort and love for the challenge of riding the massive beast, if only for seconds.

Prior to the rodeo, the Airmen worked hard to hone their skills. Jeff, a bull rider since the age of sixteen, enlisted the help of the Professional Armed Forces Rodeo Association to introduce them to Running W Ranch in Ridgefield, Wash.

For \$15 a head you can get a few practice rides in at the facility, Jeff said.

“We’d go down there and get a ride or two in,” said Shawn, a first-year bull rider. “In between

rides we’d watch the other guys.”

While practice certainly pays off, bull riding is a dangerous sport and each cowboy puts himself at risk each time he climbs into the chute. A hand could get caught in the rope, it’s easy to get stepped on and it’s even easier to look up from the dirt and see nothing but horns and hooves approaching.

“I try not to think about the danger, you just go out there, stay focused and do it,” Shawn said. “You can’t panic.”

“I rode bucking horses once, but they buck faster and tend to be unpredictable,” added Jeff. “Bulls are honest — you know they are just going to buck and not run off with you too.”

The danger is always there, but you can’t look at it that way, he said. Everyone is at risk for injury and cowboys do get hurt from time to time.

So what is it that drives them to risk it all in the quest for a shiny belt buckle and bragging rights?

“At first I just wanted to get on to see what it was like,” said Shawn. “But the thrilling adrenaline rush is what I keep riding for — there’s nothing else like it.”

“It’s definitely a challenge and something you have to work at to be good,” Jeff said. “But I love it.”

Six Airmen to represent McChord at AF marathon

By

Tyler Hemstreet
Staff writer

The 62nd Airlift Wing will be well represented at the 11th annual Air Force Marathon Sept. 15 at Wright-Patterson Air Force Base, Ohio.

First Lt. Miguel Colon, 62nd Aerial Port Squadron; Senior Airman Christian Delgado, 62nd Logistics Readiness Squadron; Airman 1st Class Lori Fiorello, 62nd Comptroller Squadron; Staff Sgt. Jeremy Baxter, 62nd Mission Support Squadron; Airman 1st Class Justin Curtis, 62nd Civil Engineering Squadron; and Master Sgt. Marty Goins, 62nd Aircraft Maintenance Squadron,

have been training six days a week for the last couple months to get ready to compete in the race.

After seeing an advertisement for the marathon in April, Sergeant Baxter, a veteran marathon runner, said he really wanted to see what it would be like to run in the Air Force Marathon.

He also wanted to open up the invitation to run in the marathon to the entire base, he said.

“The only requirement for those who wanted to be on the team is that they were dedicated to training, fundraising to help us get there and finishing the race,” Sergeant Baxter said.

While hectic individual schedules have prevented the team from all training together, groups of team members have been able to

get together to workout.

“It’s been very motivational,” Sergeant Baxter said. “Running together helps push each other.”

For Airman Delgado, who will make his marathon debut Sept. 15, the training has helped him learn new fitness routines and realize the importance of a specialized diet when it comes to training for a marathon, he said.

After sitting out the intramural soccer season with a knee injury, he hopes the training regiment will help improve the health of his knee. He’s also learning about marathon strategy.

“I’ve been told that after you get tired, you try and focus on something in front of you,” said Airman Delgado, who hasn’t decided whether he wants to run the half or the full marathon. “You just

have to keep setting the small goals until you get to the finish line.”

The team has worked just as hard on the fundraising side of things, Sergeant Baxter said.

In addition to several on and off-base organizations donating money to the team, the Air Force Sergeants Association generated Prisoners of War/Missing in Action coins for the team to sell, with some of the proceeds going toward the trip.

The team also plans on bagging groceries at the commissary, he said.

“I’ve heard from a lot of people that it’s one of the best marathons. Plus it’s the 60th anniversary, so it’s going to be a pretty big event,” Sergeant Baxter said.

AF surgeons pioneer new medical procedure

By

Maj. (Dr.) Christopher Dress
Task Force Med Plastic
and Reconstructive Surgeon

SOUTHWEST ASIA — In Afghanistan, a country plagued by a long history of violence and untold numbers of hidden land mines, limb-threatening injuries occur on a daily basis. For decades, the answer to this tragedy has been the preservation of life over limb by amputation.

The presence of open fractures with large soft tissue defects, where there is not enough muscle, fat and skin to cover the broken bone, leaves few treatment options. Wound infections are common when soft tissue coverage is missing and amputation is often the only way to prevent the spread of infection and to save the patient's life.

With the opening of the new Craig Joint Theater Hospital at Bagram Air Base, and under the leadership of Task Force Med, there is now a medical facility in Afghanistan that is capable of providing state-of-the-art surgical care in a combat theater environment.

Microsurgical free tissue transfer is one of the state-of-the-art techniques that is now available at the CJTH. This complex surgical procedure allows surgeons to move a block of tissue from one part of the patient's body to another injured part in order to achieve a functional and aesthetic reconstruction.

Microsurgical free tissue transfers, or free flaps, allow patients to heal much more quickly and with less overall deformity or loss of pre-injury function than other reconstructive techniques. These blocks of tissue may include only a single tissue, such as muscle or bone, or composite tissues, such as muscle, fat and skin, to

replace multiple missing tissues at an injury site.

In contrast to a simple skin graft, where skin is donated from one part of the body and laid over a wound at another site, a free tissue transfer requires the sewing of blood vessels and sometimes nerves that are often smaller than one millimeter in diameter. This requires magnification, extremely small sutures and excellent surgical dexterity.

A free tissue transfer operation may take eight hours or more and, in many respects, is more difficult than an organ transplant. The motivation for performing this complex operation at CJTH is to avoid limb amputation by providing optimal wound coverage for the injured extremity.

Five microsurgical free tissue transfers have been performed recently at CJTH. The first operation was performed on a 9-year-old girl where one of the 'six-pack' muscles of her abdomen, the rectus abdominis muscle, was transferred to her badly mangled leg.

The second operation involved the transfer of one of the back muscles, the latissimus dorsi muscle, of a 60-year-old male patient, also to his injured leg. Yet another free tissue transfer involved moving the living fibula bone from one patient's leg to replace both missing bones in one his forearms, thereby preserving function and preventing its amputation.

All of these operations were successful, with the free flaps providing muscle coverage and blood supply to the underlying broken bones, allowing them to heal, and avoiding amputation. In the one case, the free flap was the bone itself, allowing the surgical team to replace actual missing skeletal structures. Several more candidates for this operation have been identified.

A thorough review of the surgical literature found no case reports or series previously published of free autologous tissue transfers performed in Afghanistan.



Courtesy photo

From left, surgical team members Maj. (Dr.) Christopher Dress, Maj. (Dr.) Dmitry Tudor and Airman 1st Class Angelia Sneed perform a free-flap operation on a 9-year-old girl suffering from a badly mangled leg at Craig Joint Theater Hospital at Bagram Air Base, Afghanistan.



Hydroplane races

The Neil Yapachino Memorial Regatta's Commanders' Cup will take place at 11 a.m. Sunday at Lake Spanaway. The race will feature five classes of high-flying limited hydroplanes, two classes of flat-bottoms, five classes of on-the-edge tunnel hulls and a special vintage class featuring restored boats from yesteryear. The race is free and open to the public. The event also serves as a chance for members of the Tacoma Inboard Racing Association to say thank you to those who serve in the Armed Forces. Military members wishing to sign up for honorary crew member positions can e-mail Bud McKay at *bud.mckay@wavecable.com* or call (360) 801-1626.

Mixed bowling league

The Monday night mixed bowling league is looking for

bowlers. The league will start at 6:30 p.m. Monday. For more information, call Jim Dunn at 584-4156.

Lunch social

The September lunch social for the McChord Officers' Spouses' Club will be Tuesday. All eligible spouses are welcome to attend. For more information, call Mary Beth Clavenna at 584-2718. Child care is available for this function. For more information about child care, call Christi Detwiler at 588-2311.

Undergraduate flying training

The next undergraduate flying training selection board will convene at the Air Force Personnel Center Jan. 8, 2008. This selection board will review active duty applications for selection to pilot, combat systems officer, and air battle manager training. Those officers with a date of birth after April 1, 1978 and

a total federal commissioned service date after April 1, 2003, who meet all other eligibility criteria, will be eligible to apply for UFT. Applicants must send the completed application, postmarked by November to HQ AFPC/DPAOT3, 550 C Street West Suite 31, Randolph Air Force Base, Texas 78150-4733. Applicants are responsible to advise commanders and supervisors providing AF Form 215 comments of the application deadline. Application with incomplete or missing data may not be processed. All applicants need to complete the Air Force Officer Qualification Test. In addition, pilot applicants must complete the test of basic aviation skills. For more information on application procedures, see AFI 36-2205 or call the base formal training element at your military personnel flight at 982-1112 or 982-2674.

Faith and Worship Programs

For more information, call the chapel support center at 982-5556.

The following chapel program takes place at the base chapel support center, Bldg. 746, unless otherwise noted:

Adult Bible study is from 11 a.m. to 1:30 p.m. Wednesdays.



Schedule of worship services

Catholic Services:

All Catholic services are in chapel two.

Saturday: 4 p.m. Confession
5 p.m. Mass

Sunday: 9:30 a.m. Mass
11 a.m. Mass

Protestant Services:

Sunday: 8:30 a.m. Liturgical worship: Chapel one
9:45 a.m. Sunday school for all ages at the chapel support center
11 a.m. Traditional worship: Chapel one
11 a.m. Contemporary service: Chapel support center

Jewish Services:

Friday: 6 p.m. Fort Lewis chapel every 1st, 3rd and 5th at the corner of 12th Street and Liggett Avenue 967-6590

Orthodox Activities:

Sunday: 9:30 a.m. Divine Liturgy, St. Nicholas Church, 15th Street and Yakima Avenue, Tacoma

Other services:

Orthodox Christian Community, Cascade Chapel, Fort Lewis
Sundays: 8:45 a.m. Pre-Communion prayers
9:30 a.m. Divine Liturgy

Confession is by appointment only. Call Father John Anderson at 967-1717 or 906-6843 or e-mail *father.anderson@us.army.mil*.

0-0-1-3



The medical standard is one drink for women or two drinks for men if a daily drinker.

For periodic drinking, the standard is to keep the blood alcohol level or blood alcohol content under 0.05.

Use personal risk management
Use situational awareness
Use your wingman
Use a friend

0 Drinks under age 21
0 DUI's
Max 1 drink per hour
Max 3 drinks in one night

DON'T DRINK AND DRIVE



Graphic design by Angela Jossy